

**P. COLL, 137 Lexington-ave.** There were also about twenty pawn tickets, marked "Holland," in his pockets.

**NEWMAN, RICHARD,** identified by a postscript to a letter found on him, written to a Miss McKenna, at Clifton Terrace, Rose Bank, S. I. His address is "Care of Turner & O'Brien, Thirty-seventh- and Third-ave."

**PHILLAN, JOSEPH M., No. 1,255 Madison-ave., an actor,** whose stage name was George Fielding. He was identified by his brother, Edward Phillan.

**STEIN, MAX, No. 338 East Fifty-second- and thirty-eight years old, bookkeeper for Abram Stein & Co., No. 37 Gold-.** He is an Austrian and has been in this country only six months. Identified by Samuel Graham, with whom he roomed. He has relatives at No. 311 East Seventy-second-.

**UNKNOWN MAN, carried large notebook with the name of Elzing & Co., No. 47 and 49 Front-st., in it.** Probably a commercial traveler.

**UNKNOWN WOMAN, young, blonde, mangled,** were found gold and open face watch, diamond earrings, a bracelet with pearls in the center, and a gold watch chain.

**UNKNOWN WOMAN, dark-colored, Irish-born, pocket-book.** Two cards in pocket. One read: "Mrs. John Conrad," and the other, "Mrs. Ryckhoff." Had a receipt for rent in St. Francis Xavier's Church, and a set of keys.

**WEINSTEIN, SIDNEY, fourteen years old, identified,** by medal. Son of Mrs. Bertha Weinstein, who is dead, and Aaron Weinstein, who is likely to die.

**WEINSTEIN, Mrs. BERTHA, No. 317 East Fifty-fifth-st.,** Killed by being impaled on a piece of timber.

#### THE INJURED.

**BARRON, JAMES, No. 771 Second-ave., New-York;** Internal injuries; St. John's Hospital; will recover.

**BOYLE, JOHN, No. 41 First-st., New-York.**

**BRADY, JAMES, No. 263 West Seventeenth-st., New-York;** fracture of arm, scalp wounds, bruises; at St. John's Hospital; will recover.

**BUCK, HARRY, No. 30 West Fifty-first-st., New-York;** badly cut about head, body bruised; taken home. Condition serious.

**COX, MARTIN, No. 441 East Fourteenth-st., New-York;** New-York; badly shocked; carried home.

**DORRIN, KATE, No. 137 Second-ave., New-York;** New-York; badly shocked; carried home.

**FACEY, F., No. 107 Pleasant-ave., New-York.**

**FINLEY, H. E., conductor of Manhattan Beach train,** New-York; badly shocked; carried home.

**FURMAN, MORRIS, twenty-eight years old, No. 163 East One-hundred-and-sixth-st., New-York;** right leg broken, contusion of eye and face; St. John's Hospital; will recover.

**GRAEVEN, ELEANOR F., No. 1,576 Broadway, New-York;** badly shocked; St. John's Hospital; injuries serious.

**GRAEVEN, THEODORE, fifteen years old, No. 1,593 Broadway, N. Y.,** scalp wound; St. John's Hospital; injuries serious.

**HAHN, JOHN, twenty-six years old, No. 453 Broadway, Astoria;** in great injury; St. John's Hospital; will recover.

**HAMMILL, GEORGE F., No. 81 Westchester-ave., Jersey City Heights;** scalp wounds; taken home.

**HASKELL, CLARA, No. 101 West Fifty-second-st., New-York;** broken ankle; St. John's Hospital; will recover.

**JACOBSON, AUGUST, No. 428 Fourth-ave., New-York;** leg badly crushed, body injuries, backward dislocation of knee; St. John's Hospital; condition serious.

**KIMBALL, HARRIS, thirty years old, No. 122 Lincoln Place, Brooklyn;** contusion of spine and bruise of body; at St. John's Hospital; will recover.

**LARKIN, FRANK, No. 7 Ninth-ave.,** contusion of spine; St. John's Hospital; will recover.

**LIVINGSTON, WILLIAM, No. 602 Lorimer-st., Brooklyn;** New-York; fracture of ribs, Pott's fracture of left ankle, contusions and scalp wounds; St. John's Hospital.

**MCNABREY, THOMAS F., No. 415 East Fourteenth-st., New-York;** scalp wound, taken home.

**MORRISON, THOMAS, No. 1,425 Boston Road, Morrisania;** scalp wounds; taken home.

**REINHART, HUGH, twenty-two years old, No. 2,428 Second-ave., New-York;** arm broken in two places, scalp wounds on wrist and scalp; St. John's Hospital; will recover.

**THOMPSON, JAMES B., No. 102 West Sixty-fourth-st., New-York;** contusion of head, sprained ankle, eye bruised and wounds on body; St. John's Hospital; condition serious.

**YOUNG, EDWARD W., No. 221 Hamlet-st., Brooklyn;** badly cut about the head; taken home.

**WEINSTEIN, AARON, No. 347 East Fifty-fifth-st., New-York;** internal injuries, contusion of brain; St. John's Hospital; will recover.

**WEISS, EUGENE M., No. 227 West Sixty-eighth-st., New-York;** scalp on body, bruised wound of right thigh and eye; St. John's Hospital; serious condition.

**WHO IS TO BLAME FOR THE DISASTER?**

It is hard to say who is to blame for the accident. The regular train from Manhattan Beach had passed through Berlin on its last trip to Long Island City. The crowds had been so great at Manhattan Beach all day that an extra train was put on. When it reached Berlin it was blocked. The red signal on the protection post of the blocked part of the track should have been in sight, so as to prevent any train from passing the protection post into the block. The towerman says that the signal was set, but that the engineer of the Rockaway Beach train disregarded it and ran the train past the protection post. As far as could be learned, only one person saw the accident happen. According to him, the engineer of the Rockaway Beach train is to be blamed.

**WHAT WILLIAM SMITH SAW.**

William Smith, of No. 78 Linden-st., Brooklyn, was visiting at his brother-in-law's house at Berlin, about three hundred feet away to the east from the protection post. He went to bed early, but could not sleep. About 11 o'clock he arose and sat at the window. He saw the regular Manhattan Beach train go on toward Long Island City. Then came the extra train, which he said he saw blocked and the signals were set as they should have been. In a short time he saw the train begin to move. Suddenly he saw a shrill whistle, and then the rumble of an engine that was without light. On the forward platform of the car stood a red lantern. The locomotive crashed into the train in a flash. The coupling broke between the third and fourth cars of the Manhattan Beach train.

The engineer took the engine and the three cars to Long Island City. What he had left behind him was something horrible. The big engine of the Rockaway Beach train in two. It smashed the other car and threw it on its side against the bank to the right. The watchmen in Hasbrouck's manufactory, which is only a few feet away from where the disaster occurred, ran out upon the track as soon as they heard the crash, and William Smith ran from his brother-in-law's house to the scene. Berlin is about two and a half miles from Long Island City.

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Willing hands at once set to work to relieve the sufferers. Only a few torches could be procured, and the light they cast was dimly enough to make a man with strong nerves shudder when the car heared the wailing of helpless wretches. No one attempted to touch the dead. All energy was devoted to those who still had the

breath of life in them. There probably were a hundred persons in the wreck. As time flew by more light was secured, and the rescued ones were taken into Hasbrouck's factory.

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There was no medical help near. It was said that there were physicians on the cars of that portion of the Manhattan Beach train that had gone. But no help could be had from them. The telephone was used again and again to call up Long Island City. But all to no purpose for a long time.

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General Manager Reynolds said that there would be an investigation made to-day. When asked to explain how the accident happened, he said that he did not know. He said that the coupling of the Manhattan Beach train had broken, and so caused the disaster.

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General Manager Reynolds said that there would be an investigation made to-day. When asked to explain how the accident happened, he said that he did not know. He said that the coupling of the Manhattan Beach train had broken, and so caused the disaster.

**SENDING OUT A RELIEF TRAIN.**

The first passengers to arrive in Long Island City from the scene of the disaster were those who, seated in the first three cars of the Manhattan Beach train, had come through, after the shock, and were stopping. They were none the less seriously hurt. Some had slight scalp wounds and bruises, but the majority came through without harm. It was this train that brought the news of the accident. As speedily as possible, at that hour of the night, when the railroad yard, a special train was sent out to the scene of the wreck, and following it went the wrecking train. The special had a single car, bore Dr. E. M. Hyde, of the Long Island Railroad Company's physician, and Dr. P. H. Bumster, home surgeon of St. John's Hospital; Dr. John Francis Burne, attending surgeon on duty; Dr. J. B. Valentine, Dr. McKee, Dr. Doyle, of Long Island City, was left to arrange for the landing of the wounded. They were taken to the Long Island Express Company, where Father Maguire, Foley and Dougherty, and a dozen train hands to help in the rescue.

After the departure of the relief train news from the scene of the accident kept coming to the Long Island City station from many sources. It variously stated the dead to be from ten to thirty, and the wounded as high as a hundred. As the cars came up by the road, said he had counted twenty dead bodies by the side of the wreck. Others brought stories of the most revolting and horrible scenes. All to the effect that the want of management in the rescuing of the wounded.

**BRINGING IN THE WOUNDED.**

It was 4 o'clock before the relief train returned. In the mean time the few ambulances that could be obtained had been driven into the station and up as near as possible to the track on which the car bearing the wounded was expected. There were only two ambulances. Other vehicles had to be secured. Three or four wagons belonging to the Long Island Express Company were pressed into service. Straw was spread over the boxes of the wagons, and these conveyances also were drawn up near the track. Bandages and splints, blankets and stretchers were being placed along the side of the train. There were twenty or thirty men. They walked back and forth on the station platform. Electric lights at